

REMARKS

Rejection under 35 U.S.C. §103

The Examiner has rejected claims 2 and 4 under 35 U.S.C. § 103(a) as being obvious over Fig. 1 of this application. The Examiner's view is that it would have been within "only routine skill in the art" to rearrange the parts. This rejection is traversed. Also, claim 2 has been amended and claim 4 cancelled so that only claim 2 now remains pending in this application.

Figure 1 uses two main cylinders 116/118 on one lift and two secondary cylinders 120/122 on another lift. This type of arrangement is, in fact, similar to some of the Examiner's own cited art.

The two Kishi U.S. Patents 4,741,413 ('413) and 4,691,805 ('805) raise platforms, not vehicle lifts, and neither uses multiple pairs of main/secondary cylinders. What they show is independent cylinders, as in '413 Fig. 13 to keep the platform level when moved both vertically and horizontally. However, when a pair of cylinders are used on opposite sides, as the pair 9 and 18 shows, are fed in parallel.

Deurloo, U.S. Patent 6,026,934 ('934) does relate to a lift and, as Fig. 7 shows, uses a single master cylinder 60 to power, but is not, hydraulically connected to a pair of slave cylinders 62. Each slave cylinder 62, in turn, hydraulically is connected to a single lift cylinder 64 positioned on the same side or end as the slave cylinder 62. One pair of lift cylinders 64, and thus slave cylinders 62, is located at the rear of the lift and another pair at the front end. The cylinders at each end operate in parallel so that there is no cross-over connection between the front and rear units. Similarly, as Fig. 7 shows, there is no cross-over connection between slave and lift cylinders.

In Fig. 1, there is a necessary feed from a main to a secondary and such feeds cross between two lifts since both mains and both secondary cylinders are, respectively, located on opposite lifts. Since each main is connected to one secondary, if either a main or secondary cylinder were to be relocated, the teaching of Fig. 1 is that the main would be moved to its own secondary cylinder, as taught by Duerloo. There is no teaching that a secondary cylinder supplied by the main cylinder would be located on another lift than where its main was located. Keeping a main cylinder together with its secondary would also reduce the piping necessary.

None of the art, therefore, suggests the cross-wise supply of the secondary cylinders as is claimed. Likewise, no prior art suggests having a main cylinder associated with one lift being used to supply a secondary cylinder, not connected to its lift, but connected to another lift. Thus, cross-over supply of hydraulic fluid for balancing two vehicle lifts is not taught or suggested by the art of record.

Thus, the claimed invention is not simply a "rearranging" of parts. The invention achieves a balance in lifting that would not be achieved through the Fig. 1 design. Further, there is no teaching of the cross-over connection between lifts of the main and secondary cylinders. Rather, one might think that each main would be connected to the secondary cylinder on its own lift.

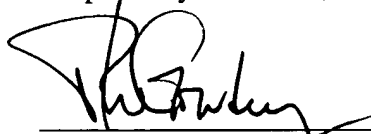
Thus, the claimed cross-over arrangement is neither taught or suggested by Fig. 1, nor by the other references of record in this application.

Consequently, it is submitted that the invention as now claimed in claim 2, is not rendered obvious by Fig. 1 and is patentably distinct therefrom and allowable thereover. Notice to that effect is respectfully requested.

CONCLUSION

Claim 4 has been cancelled and Claim 2 is pending in this application. In view of the amendments and remarks, applicant respectfully requests that this application be allowed and passed to issue. Should any issues remain prior to issuance of this application, the Examiner is urged to contact the undersigned prior to resolve the same. The Commissioner is hereby authorized to charge any additional amount required, or credit any overpayment, to Deposit Account No. 19-2112.

Respectfully submitted,



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Date: October 6, 2003